

IN THE FOOTBALL WORLD

MUDDY FIELDS INTERFERE WITH PRACTICE OF TEAMS.

Harvard's Coaches Trying to Remedy Weaknesses Yell Off for West Point Today—Capt. Hart With Princeton Team Again—Other Football News.

CAMBRIDGE, Mass., Oct. 19.—The slippery footing in the stadium to-day did not prevent the Harvard regulars from having a hard scrimmage against the second team. There was scoring enough, for the varsity was able to score two touchdowns on line plunging in which their superior weight was used to advantage and Gardner intercepted one of the scrum forward passes and was far on his way to the goal line when called back. The conditions were entirely unsatisfactory for open play, and unless the field is dryer to-morrow the eleven will go into the Amherst game Saturday without having had much progressive work during the week.

The old Harvard players were on the field to-day endeavoring to analyze the faults of the crimson rush line and to determine what is necessary to do to bring about an immediate improvement. These coaches were Bertram C. Waters, captain in 1903 and who until 1905 had charge of the tackling at Cambridge. The other coach was Harry Kersburg, who has come to Cambridge to remain until after the Princeton game and who will work with the guards. Kersburg was a varsity guard in 1903 and 1904. The varsity are of the opinion that Harvard has neglected the groundwork of the linemen in many necessary fundamentals and the chances are that many of the men will be taken back to first principles even if the development of the team as a whole is retarded a little.

There seems every assurance that Smith will play at left end on the defensive, while Huntington as soon as he gets back into trim will go into the middle of the line. His passing is not so smooth as Kersburg's, but he is a better all round player with more speed, strength and initiative, the coaches believe. Kersburg has begun to work with Keays, who had fallen off in his work at left guard and whose place seemed taken permanently by Leslie. Parmenter is improving fast at tackle, but Hitchcock is the man who is being banked on to come the fastest toward the end of the season. To-day was a varsity team to be chosen Felton and Smith would be the ends, Hitchcock and Gardner tackles, Leslie and Fisher guards, Huntington center, Potter quarterback, Wendell and Reynolds halfbacks and Blackwell fullback. This team except that Jenkins is likely to start at left tackle, doubtless will be Harvard's lineup against Amherst Saturday.

NEW HAVEN, Oct. 19.—In the pouring rain the Yale varsity had a strenuous practice at Yale field this afternoon which ended in the big team being scored on by the freshmen for the first time this year. There was no disgrace in the scoring, however, for the platoon was sent between the posts from the 35 yard line by Markle, the freshman back, who is the star of that eleven.

The varsity scored two. When the practice game started the varsity had the ball on its own 35 yard line. Then by line plunges in which most of the carrying was done by Philbin and Spaulding, the ball was rushed to the 20 yard line. There were two good end runs by Spaulding, then some more line plunging and finally Philbin took the ball over for a touchdown. The ball then went to the freshmen in the middle field. The freshmen showed that they were not to be taken for granted. They used the forward pass and they brought the ball to the 30 yard line, where Markle tried a field goal and failed. When the freshmen got the ball again they started the same approach to the goal, but could not get beyond the 35 yard line and Markle lifted the platoon over from there.

The varsity lineup was: Francis, left end; Scully, left tackle; Parker, left guard; Conney, center; Childs, right guard; Perry, right tackle; Kelly, right end; Merritt, quarterback; Reilly, left halfback; Philbin, right halfback; Spaulding, fullback. This lineup was the lineup against Yale. Philbin, except that McDevitt will play instead of Parker, Ketchum for Conney, and Howe for Merritt.

The team will leave to-morrow evening for New York and spend the night at the Murray Hill Hotel. Howard, Ketchum, Liley and George Adee were at the field to-day.

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GOOD ROADS FOR GLIDDENITES

NORTH CAROLINA BOULEVARDS PLEASE TOURISTS.

Fifty-three Cars Start and Have Fun to Charlotte—Southerners Enthusiastic Over the Tour and Entertain Their Visitors—No Accidents on Day's Run.

CHARLOTTE, N. C., Oct. 19.—The real good roads South was what the Glidden tourists are to-day, and a tremendous relief the boulevards of North Carolina were from the muddy, hilly, so-called roads that marked the path through Virginia of what has been dignified with the name of national highway. If Virginia presented for use such roads as North Carolina has in making, there could be no reasonable objection to calling the way to the South by such a hifalutin' title.

The State of North Carolina has spent thousands of dollars on roads. This is evident from the time that one enters the State. The counties of Guilford and Mecklenburg especially have disbursed large sums. So like a boulevard is the trail between Winston Salem, which the tourists left this morning, and Salisbury, the noon stop, that cars very handily recorded thirty-four miles in the first hour and made the journey to High Point, fifty-three miles out, in 1 hour 35 minutes, without having extended. This was done without any road racing.

The day's journey was 137 miles and the way to be travelled were so excellent that the noon stop was made ninety-one miles out from Winston Salem and the cars were able to continue their journey in the city here in the middle of the afternoon. Especially in view of what the tourists have passed through in the last few days it was a delight to be able to journey over such good roads.

Mecklenburg county, in which this city lies, is hailed as the pioneer good roads county of the State. It has nearly 280 miles of improved roads made of macadam. The approach to this city from Winston Salem is over an avenue extending out a dozen miles which is being widened so that it will accommodate half a dozen cars abreast for 13 certainly. If the cars of the other roads between last night's stop and this morning's are anything like the tarheels have to learn from the North, there is full and free reciprocity with States granting like privilege.

The further South the tour goes the more enthusiasm the folks here display over the tour. On the way out here the roads everywhere were dotted with farmers and others, who cheerfully supplied them with refreshments. At High Point there was a stop where waiters passed out coffee, sandwiches and cigars and postcards were distributed to the motorists. The cards, by the way, were ready stamped, and later on the motorists were given a card for mailing. Mayor A. E. Tate of High Point made the motorists welcome and noted that there is no time to make his city either a noon or night stop.

So enthusiastic for the tour and the men of the party were welcomed to the Elks Club in order to get something to eat. The tour was then given a tour in this State, although it is illegal to sell it. Likewise out on the outskirts of this city there were refreshments and waiting cars with refreshments. The clubs have been thrown open to the motorists and every attempt was made to make them feel at home in the strongest sense is being shown to the motorists.

The tour of the last two days has had its effect on the numerical strength of the competing cars. This morning there were about fifty-three cars which checked out of Winston-Salem, which means the previous tour contestants are now beginning. The cars which did not check out this morning are counted out of the tour. The tour is now a majority of cars each for that reason. The run to-day was not such that penalties were likely to be inflicted and the motorists expected that the Florida sands are encountered they will not be in further difficulties.

When scores were posted to-night they showed that seven of the sixty-four cars had been withdrawn from the tour. These are the Maxwell 1, 2, 3, 4, Cadillac 32, 40 and 45, Stevens-Duryea 11 and 30, Ford 44 and 45, Thomas 21, Columbia 45, Oldsmobile 54, Oldsmobile 65, Mitchell 73 and American 5.

In the Glidden team contest the Maxwell was the best performer. By reason of the withdrawals the Atlanta Journal, Atlanta 4, Atlanta 5, Atlanta 7, Atlanta 8, and Atlanta 9, Atlanta 10, Atlanta 11, Atlanta 12, Atlanta 13, Atlanta 14, Atlanta 15, Atlanta 16, Atlanta 17, Atlanta 18, Atlanta 19, Atlanta 20, Atlanta 21, Atlanta 22, Atlanta 23, Atlanta 24, Atlanta 25, Atlanta 26, Atlanta 27, Atlanta 28, Atlanta 29, Atlanta 30, Atlanta 31, Atlanta 32, Atlanta 33, Atlanta 34, Atlanta 35, Atlanta 36, Atlanta 37, Atlanta 38, Atlanta 39, Atlanta 40, Atlanta 41, Atlanta 42, Atlanta 43, Atlanta 44, Atlanta 45, Atlanta 46, Atlanta 47, Atlanta 48, Atlanta 49, Atlanta 50, Atlanta 51, Atlanta 52, Atlanta 53, Atlanta 54, Atlanta 55, Atlanta 56, Atlanta 57, Atlanta 58, Atlanta 59, Atlanta 60, Atlanta 61, Atlanta 62, Atlanta 63, Atlanta 64, Atlanta 65, Atlanta 66, Atlanta 67, Atlanta 68, Atlanta 69, Atlanta 70, Atlanta 71, Atlanta 72, Atlanta 73, Atlanta 74, Atlanta 75, Atlanta 76, Atlanta 77, Atlanta 78, Atlanta 79, Atlanta 80, Atlanta 81, Atlanta 82, Atlanta 83, Atlanta 84, Atlanta 85, Atlanta 86, Atlanta 87, Atlanta 88, Atlanta 89, Atlanta 90, Atlanta 91, Atlanta 92, Atlanta 93, Atlanta 94, Atlanta 95, Atlanta 96, Atlanta 97, Atlanta 98, Atlanta 99, Atlanta 100, Atlanta 101, Atlanta 102, Atlanta 103, Atlanta 104, Atlanta 105, Atlanta 106, Atlanta 107, Atlanta 108, Atlanta 109, Atlanta 110, Atlanta 111, Atlanta 112, Atlanta 113, Atlanta 114, Atlanta 115, Atlanta 116, Atlanta 117, Atlanta 118, Atlanta 119, Atlanta 120, Atlanta 121, Atlanta 122, Atlanta 123, Atlanta 124, Atlanta 125, Atlanta 126, Atlanta 127, Atlanta 128, Atlanta 129, Atlanta 130, Atlanta 131, Atlanta 132, Atlanta 133, Atlanta 134, Atlanta 135, Atlanta 136, Atlanta 137, Atlanta 138, Atlanta 139, Atlanta 140, Atlanta 141, Atlanta 142, Atlanta 143, Atlanta 144, Atlanta 145, Atlanta 146, Atlanta 147, Atlanta 148, Atlanta 149, Atlanta 150, Atlanta 151, Atlanta 152, Atlanta 153, Atlanta 154, Atlanta 155, Atlanta 156, Atlanta 157, Atlanta 158, Atlanta 159, Atlanta 160, Atlanta 161, Atlanta 162, Atlanta 163, Atlanta 164, Atlanta 165, Atlanta 166, Atlanta 167, Atlanta 168, Atlanta 169, Atlanta 170, Atlanta 171, Atlanta 172, Atlanta 173, Atlanta 174, Atlanta 175, Atlanta 176, Atlanta 177, Atlanta 178, Atlanta 179, Atlanta 180, Atlanta 181, Atlanta 182, Atlanta 183, Atlanta 184, Atlanta 185, Atlanta 186, Atlanta 187, Atlanta 188, Atlanta 189, Atlanta 190, Atlanta 191, Atlanta 192, Atlanta 193, Atlanta 194, Atlanta 195, Atlanta 196, Atlanta 197, Atlanta 198, Atlanta 199, Atlanta 200, Atlanta 201, Atlanta 202, Atlanta 203, Atlanta 204, Atlanta 205, Atlanta 206, Atlanta 207, Atlanta 208, Atlanta 209, Atlanta 210, Atlanta 211, Atlanta 212, Atlanta 213, Atlanta 214, Atlanta 215, Atlanta 216, Atlanta 217, Atlanta 218, Atlanta 219, Atlanta 220, Atlanta 221, Atlanta 222, Atlanta 223, Atlanta 224, Atlanta 225, Atlanta 226, Atlanta 227, Atlanta 228, Atlanta 229, Atlanta 230, Atlanta 231, Atlanta 232, Atlanta 233, Atlanta 234, Atlanta 235, Atlanta 236, Atlanta 237, Atlanta 238, Atlanta 239, Atlanta 240, Atlanta 241, Atlanta 242, Atlanta 243, Atlanta 244, Atlanta 245, Atlanta 246, Atlanta 247, Atlanta 248, Atlanta 249, Atlanta 250, Atlanta 251, Atlanta 252, Atlanta 253, Atlanta 254, Atlanta 255, Atlanta 256, Atlanta 257, Atlanta 258, Atlanta 259, Atlanta 260, Atlanta 261, Atlanta 262, Atlanta 263, Atlanta 264, Atlanta 265, Atlanta 266, Atlanta 267, Atlanta 268, Atlanta 269, Atlanta 270, Atlanta 271, Atlanta 272, Atlanta 273, Atlanta 274, Atlanta 275, Atlanta 276, Atlanta 277, Atlanta 278, Atlanta 279, Atlanta 280, Atlanta 281, Atlanta 282, Atlanta 283, Atlanta 284, Atlanta 285, Atlanta 286, Atlanta 287, Atlanta 288, Atlanta 289, Atlanta 290, Atlanta 291, Atlanta 292, Atlanta 293, Atlanta 294, Atlanta 295, Atlanta 296, Atlanta 297, Atlanta 298, Atlanta 299, Atlanta 300, Atlanta 301, Atlanta 302, Atlanta 303, Atlanta 3